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Florida Wing Supplement 2  
CAPR 60-1  
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## Operations

### CIVIL AIR PATROL GLIDER OPERATIONS

#### GENERAL

This supplement covers the basic operating rules and procedures applicable to the daily operation of the Florida Wing CAP Glider Program. According to CAPR 60-1, the provisions of this document will be binding on each CAP Member (cadet / senior) and any deviations from its provisions will come under the oversight of the Florida Wing Director of Operations, Wing Standardization/Evaluation Officer, and Wing Chief Glider Check Pilot. Some information provided by this manual may be found in other CAP directives. This supplement / manual is established for Glider Orientation / Training Flights and will be adequate to conduct all glider operations within Florida Wing.

Each certified flight instructor glider (CFI-G) will utilize a plan of action to include the training syllabus established by National Flight Academy (NFA) Course when conducting approved certification training (private, commercial, and/or CFI). Cadet orientation flights can receive instruction only from a CFI-G who is on orders to conduct those operations. Cadet Orientation Pilots (COP) CANNOT conduct or provide FLIGHT INSTRUCTION to cadets/senior members. COP can allow cadets/members to operate the controls of the glider during free flight only. (See orientation flights paragraph)

All training within the confines of the CAP Glider Program will be in strict adherence to the CAPR 60-1, CAP Florida Glider Operations Supplement, and the FAA's Practical Test Standards (PTS) at the Private, Commercial, and CFI level, as appropriate.

All members (power rated transition and non-rated pilots) will be required to pass the appropriate written exams as per FAR part 61 prior to solo.

#### PURPOSE

The purpose of this Operations Manual is to define general rules, responsibilities and guidelines for the operation of gliders / sailplanes operated by the Florida Wing. It is not intended that these provisions supercede any portions of CAPR 60-1 or the FAR.

#### MEMBERSHIP REQUIREMENTS

CAPR 60-1 establishes minimum membership requirements. All CAP Gliders will be operated in strict adherence as provided by CAPR 60-1, Florida Wing Supplement 1 & 2.

Its is recommended that each CAP member join the Soaring Society of America (SSA) to aide in receiving valuable information and general support of the sport of soaring. Also, a special "student" type membership is available at great cost savings.

It is recommended that the SSA web site: [www.ssa.org](http://www.ssa.org) be reviewed, this site offers very valuable information.

#### OPERATING COSTS

The CAP glider program is to provide a means of affordable training and orientation flights to all members of the Florida Wing CAP Glider program through Wing and National support. The CAP Glider Program is a two (2) phase / step program. Phase / Step one is the orientation program while phase / step two is for qualification / training where the goal is to accomplish solo / ratings. Additional "supplement" support for the orientation program is highly encouraged through fund raising, etc. These type activities may help each squadron to give more than the five (5) cadet orientation flights currently allowed by National Headquarters.

Reimbursement to the local / SSA soaring club will be at a rate not to exceed the National HQ, CAP authorized rate per tow. It is recommended that tows be conducted to at least 2000 feet AGL. High tows may be accomplished based on the tow pilot / orientation pilot's briefing. Additional costs to cover CAP Glider Maintenance will be charged at \$6.00 per tow, \$4.00 for Rope Breaks.

## FLIGHT TRAINING

All CAP flight training (gliders / towards a rating certification) will be IAW the NATIONAL FLIGHT ACADEMY (NFA) - GLIDER TRAINING OUTLINE. Additional reference materials are highly encouraged to provide a well-rounded program.

The following will be the standard for knowledge areas required during training for the student (solo operations), Private Pilot, Commercial Pilot, Certified Flight Instructor-Glider (CFI-G), and orientation pilot. The standards established will adhere to the NFA (Gliders) and the FAA Practical Test Standards (PTS):

- Joys of Soaring, by Conway
- First Flight to solo, by Knauff
- Solo to License, by Knauff
- Transition to Gliders for power pilots, by Knauff
- SSA Flight Manual, by the SSA
- Learning to Fly Gliders, by Bob Wander
- Soaring Society of America Instructor (SSAI) Handbook

Plus any additional books / manuals that provide adequate knowledge areas that is current with up to date information concerning soaring and training.

These knowledge books will aid all interested pilots in the knowledge of piloting a glider.

The National Flight Academy - Glider Track Training Course Outline will be the standard that all training will adhere to. CAP "Glider Pilots" will track all glider flights by the use of a "Glider/Sailplane" logbook. During this training, flight records will be maintained IAW the National Training Program and CAPR 60-1 and tracked on the "Flight Instruction Log" available through the NFA.

The CAP / NFA Glider Checklist will be the standard all CAP Glider Pilots will utilize when operating CAP Gliders. While operations in many sailplanes / gliders are similar in nature, there are some significant differences between make and models. This checklist will be completed by the student and CFI as required by CAPR 60-1, with reference to the Pilot's Operating Handbook / Flight Manual of the specific aircraft they will be flying.

Only CFI-G's will provide flight instruction to any member. CFI-G's and properly qualified **COP** will be authorized to pilot a glider from the rear seat and make takeoffs and landings.

## SAILPLANE/GLIDER CHECK-OUT PROCEDURES

Glider check pilots (CFI's) and pilots who request a checkout in a Florida Wing glider must receive a CAP Form 5 evaluation for gliders IAW CAPR 60-1. CFI's and COP have the responsibility for conducting training and orientation flights in gliders only for aero-tow only (NO MOTORGLIDERS AND OR GROUND LAUNCHES).

CAP Senior Member Pilots may conduct cadet orientation flights only in accordance with the following requirements:

- Be an active CAP pilot at least 21 years of age (or 18 years of age with a valid FAA CFI certificate)
- Glider pilots must have at least 100 flights as PIC of a glider or be a current CFI-G with 50 hours as a CFI-G
- Satisfactorily demonstrated a thorough knowledge of the cadet orientation flight syllabus (CAPP 52-7) to the Wing Chief Glider Check Pilot and have the CAPF 5 flight check annotated as qualified to conduct cadet orientation flights
- Be designated in writing by the Wing Commander or Wing DOV as a cadet orientation pilot.

The current Wing Chief Glider Check Pilot is listed on Florida Wing Orders on the FLWG Operations Web Site.

All initial CAP CFI-G/COP will be evaluated by the Wing Chief Glider Check pilot. Subsequent evaluations, ie. Form 5's, recurrent, etc... may be conducted by a CAP Glider Check Pilot on orders.

## MINIMUM PILOT REQUIREMENTS FOR SOLO

In addition to the guidelines listed below, all CAP members that possess a FAA glider rating require a dual checkout and field orientation by the local CAP Glider Check Pilot in the L-23 Blanik. A minimum of four (4) flights and a CAP Form 5 evaluation is required to act as PIC.

Prior to carrying passengers (other authorized personal) in any CAP glider, a member must have logged Five (5) flights in the type of glider to be flown.

## CURRENCY REQUIREMENTS

CAP Glider Pilots shall comply with FAR 61.57, "Recent Flight Experience", which requires a flight review with the appropriate endorsement and three (3) takeoffs and landings in a glider within the previous 90 days to carry passengers. As currency is an integral part of proficiency, the CAP Glider Program will require a currency flight check by a CAP Glider Instructor Pilot and/or CFI of any member who has not flown a glider as PIC in the previous 90 days. A flight check WILL BE REQUIRED of any member who has not flown a glider as PIC in the previous 90 days.

Each CAP glider pilot will attend a yearly safety meeting conducted by the local CAP CFI-G, FAA Safety Counselor, and / or SSA CFI-G. Units having a glider operation will submit a final report of these meetings to the FLWG DO, or his/her designee, by September 30 of each year. Contact the local CFI-G / Safety Officer for dates and locations where this safety meeting will be presented.

Each pilot should review the appropriate signals (SSA Soaring Signals) as recommended by the SSA. Each pilot SHALL use an approved checklist and should review the pilot's handbook / operational manual for the glider in which he / she is to fly. Weight & Balance data SHALL also be reviewed.

## SCHEDULING

CAP members waiting for a glider in flight must advise the local "Air Boss" (designated by the Squadron Commander or his / her representatives). The Air Boss will contact the local glider in the air via radio on the following assigned glider frequencies:

-123.3 or 123.5

When scheduling CAP glider operations, members should exercise good judgment in order to maximize the availability of the asset to others.

The L-23 Blanik will be made available for dual instruction / training and student solo on a priority basis.

The Wing / Squadron Commanders for special events or FAI Badge attempts may grant exceptions to these scheduling requirements by members.

It is recommended that initial training flights in the L-23 be scheduled early in the soaring day as to allow more utilization of these gliders by other members. During the day, if it appears that no other member will be requesting the glider, the student / CFI may continue using that glider.

## SPECIAL USE OF CAP GLIDERS/FAI AWARDS

The CAP desires to encourage the process and development of its cadet / senior members. The SSA "ABC" program (badge development) will be adhered to if CAP members wish to attempt certain badge / FAI award flights. Requests for use of CAP gliders for a badge attempt will be coordinated by the Unit Commander through the FLWG DO, DOV or his/her designee.

## GLIDER ENCAMPMENTS

Glider encampments are to provide flight training in CAP Gliders, practical aviation experience and leadership training for CAP Cadets.

Florida Wing will support other states in their encampments as requested.

## CADET ORIENTATION FLIGHTS (COF)

The COF Program (Glider) is designed to introduce cadets to general glider flight operations. Each new cadet should receive an orientation flight as soon as possible after becoming a full member with the local CAP Squadron. Remember, cadet orientation flights in CAP/SSA gliders are restricted to cadets 17 years of age and younger.

Glider flight operations will be conducted IAW CAPR 60-1, including FLIGHT RELEASE procedures. Orientation flights will adhere to **CAPP 52-7**, "CADET FLIGHT ORIENTATION SYLLABUS", dated **1 October 2001** and should be at least 30 minutes in duration. Planning glider flights is dependent on the current weather and lifting conditions. Again, please insure that the glider flight can be at least 30 minutes in length, since only five (5) flights are allowed through National HQ. However, if the local commander wants any additional flights for the cadets, fund raising, etc. is encouraged. Longer flights of 2 to 3 hours are acceptable provided the cadet is physically fit and the orientation pilot is aware of his / her condition at all times. It is also recommended that a minimum **number** of cadets try to fly during one activity (one glider involved) to maximize the flight time.

The following maneuvers are **prohibited** during glider orientation flights:

- all stall series
- Aerobatics maneuvers
- Unusual attitudes
- Emergency procedures (as applicable, to include rope breaks)
- Spins

Cadets are **not allowed** to manipulate the controls during the following phases of flight:

- takeoff and landing
- rope breaks
- any other critical phases of flight

The COP position will be the rear seat of the glider. If weight and balance is critical then the orientation pilot / CFI-G will determine what actions need to be corrected to allow the cadet all possibilities in riding in the front seat position (adding ballast, trim weights, etc.). At no time will excessive amounts of ballast / weight be added to compromise the integral structure of the glider. All POH's (Pilot Operating Handbook) will be adhered to. During these "O" flights, ensure that each cadet has met all weight & balance criteria for the particular glider being flown.

**COP** / CFI-G's will be qualified and selected in accordance with CAPR 60-1, CAP Flight Management. Only **two** (2) members are permitted onboard each glider flight, even if the glider is capable of carrying a total of three (3), ie. a SGS-2-32 series sailplane. Orientation pilots will reinforce SAFE and sound practices around the glider launch area and the gliders. SAFETY is paramount.

## FLIGHT RULES

The overriding flight rule of the CAP Glider program is that all pilots are expected to conduct their piloting of gliders or tow planes with courtesy and considerations of others, whether aloft or on the ground and be in compliance with the FAR's and the Aeronautical Information Manual (AIM).

**NO CLOUD FLYING IS APPROVED AT ANY TIME.**

All CAP Glider Operations for flight will be aero-tow only. **NO GROUND LAUNCH OF ANY TYPE IS APPROVED AT THIS TIME**

Practice boxing of the wake or any other unusual flight maneuvers shall be conducted with the tow pilots knowledge and understanding of the maneuver that will take place prior to launch or on the radio between glider and tow plane. **These types of maneuvers are conducted only with a CFI-G and approval for training has been received.** An acknowledgment shall be received.

The UNIFORM REQUIREMENTS for pilot and passenger during CAP glider operations are:

- Tan or grey conservative shorts or pants / Drug Demand Reduction T-shirt or CAP golf Shirt / white socks / comfortable footwear. Open shoes, sandals or boots are prohibited.
- Light color hat or cap shall be worn during flight to prevent dehydration and sunburn
- Approved CAP Flight suit IAW CAPM 39-1 is approved on cool/cold weather days

Only authorized CAP Glider Instructor Pilots, CFI-G candidates or COP may act as PIC from the rear seat. All CAP pilots will fly from the front seat unless under training from a CFI-G.

#### **NO AEROBATICS ARE PERMITTED IN CAP GLIDERS**

Spin training is allowed for pilot certification and / or CFI training. It is required that each CAP Glider Instructor Pilot evaluate the center-of-gravity prior to conducting spin training. It is strongly recommended that both pilots during spin training wear parachutes. Any parachutes used during such training must be packed and inspected IAW the FAR's.

Spins conducted in the L-23 Blanik will be in the standard wing configuration only. **NO EXTENDED WINGS ARE PERMITTED.**

Spin training will be conducted in accordance with FAA Advisory Circular 61-67B and all spins SHALL be completed NO LOWER than 2500 feet AGL. It is also recommended that no more than one (1) full turns be demonstrated.

All rope breaks (training) will be conducted only when surface winds do not exceed 15 knots for downwind landings.

Thermalling in CAP gliders is PROHIBITED below 800 feet AGL. NO thermalling will be conducted in the traffic pattern. Local airspace course rules will be established for each glider operating area. All pilots are required to be familiar with the airspace located in and around their respective area of operation. Please check with your local CFI.

High speed buzzing type approaches or other unauthorized deviations from the standard glider patterns are PROHIBITED.

Upon landing, gliders shall not taxi into the tie down spot or in the vicinity of trailers, aircraft, and/or people. However, when speed and safety permit, gliders may be turned away from the landing area to allow subsequent landing gliders sufficient room to accomplish their landings. It is recommended that wingtips should not be allowed to touch the ground during the roll out phase of landing until the glider has almost come to a stop. All pilots should make every effort to move a glider off of the landing area as soon as possible after landing. Assistance from the ground launch team will aid each pilot in this task. The PIC is responsible for airport damage, such as striking landing / taxi way lights. If this occurs, the operation officer and / or Air Boss shall be notified ASAP so the appropriate authority can be notified.

#### **CAP GLIDER CHECK PILOT**

The requirements to become a CAP Check Pilot (glider only) are listed below:

- Senior member
- Posses a FAA CFI-G certificate
- Have 50 hours dual given as a CFI in gliders (aero tow)
- Successful completion of the NCPSC as outlined in CAPR 60-1

In exceptional circumstances the FLWG DO or DOV may grant requests for waivers of the 50 hour requirement. Requests for such waivers will be made in writing through the Florida Wing Operations Section.

#### **ALL CAP STUDENTS WILL HAVE A MINIMUM OF 30 DUAL FLIGHTS PRIOR TO SOLO GROUND SAFETY**

The ground launch team will be responsible for all ground operation that will occur during launch cycles. Each ground team will wear an orange vest. One member may be designated as a team leader and will direct other members on each task during the launch and landing phases. Some tasks that the team leader is responsible for are proper hook-up (towrope attachment)

and knots or other areas of concern.

#### **TOW ROPES SHALL NOT BE CONNECTED TO A GLIDER UNTIL THE PIC GIVES THE CONNECT SIGNAL**

Only qualified ground crews will be permitted to cross into the glider recovery area.

It is each member's responsibility to be aware of guest / visitor that may stroll over to view the gliders. Please be courteous and friendly to them.

All glider launches will be conducted exclusively by CAP members acting as ground crew. Members should be aware each time a glider is ready to launch, and if no one is available, try to assist the PIC in his/her launch. Ground crew members should also review the standard SSA signals.

The SSA "Wing Runners Course" will be utilized for the training of all CAP Ground Crew and Air Bosses. This course may be found on the SSA web site, under the Soaring Safety Foundation (SSF). The tab to distant learning for the course.

#### **\*\*\*\*NOTE\*\*\*\* AN L-23 WITH EXTENDED WINGS SHOULD USE A WING RUNNER.**

If a glider is involved in an accident / incident, which results to some sort of damage, no matter how minor, the Air Boss / Senior Member and the Squadron Commander, as a minimum will be notified. All accidents / incidents will be reported to Wing / National in accordance with CAPR 62-1 and appropriate FLWG Supplements. In addition, the SSA Safety Foundation "Incident Reporting System" will be utilized from the SSAI (refer to Appendix 1). Each PIC will preflight the glider in accordance with FAR 91. The PIC of the glider is solely responsible for the condition of the towrope. Towropes will be inspected prior to EACH launch for length, knots, weak points, etc. Any member has the authority to declare a rope as unsafe and removed from tow operations.

No one should be in front of a glider after the towrope is connected and all slack is removed. Wingmen WILL NOT level the wings until a thorough check of the traffic pattern has been completed and the PIC of the glider has given thumbs "UP" signal for launch. In addition, wingmen WILL NOT "catch" wings on landing and / or try to assist the pilot in stopping the glider. Gliders will not be left unattended in the operating area unless scheduled for launch. Gliders clear of the operation area but not tied down, shall be pointed tail into the wind, canopies closed and locked, and dive brake/spoilers deployed in the open position.

During hot operations days, pilots and members should aware of the dangers of dehydrating and heat stroke. A water dispenser will be maintained in the operations area / cart during weekend flights whenever possible.

The last pilot operating the glider is responsible for the properly securing of the glider. This includes locking the elevators in the down position, aileron locks installed, canopy cover secure and glider is properly secured and tie down for the evening. Each member should ensure that the glider is wiped down, especially the wing area. If the glider is landed into mud, that member is solely responsible in the cleaning of that glider.

The last member leaving the glider area of operations shall assure that all aircraft are secure and the storage areas closed and locked.

#### **TRAFFIC PATTERNS**

All traffic patterns will have an IP (Initial Point).

All glider patterns may inter-mix with powered aircraft.  
CAP OPERATIONS shall adhere to the following patterns:

- IP Point - 800 to 1000 feet AGL
- Downwind - 800 feet AGL
- Base - 500 feet AGL
- Final - 300 feet AGL (not to exceed a 45 bank degree turn)

A typical traffic pattern that mixes power airplanes with gliders (reference AIM) is illustrated by Appendix 2.

## TOW PLANE OPERATIONS / TRAINING

No person shall act as a CAP tow-pilot until he/she has been officially checked out by a CAP Check Pilot authorized to conduct a CAP Form 5 Checkride for tow authorization and has met the provisions of FAR 61.69. Also, each member that requests to become a qualified tow pilot must comply with the SSA/CAP Tow Pilot Manual adopted by the Florida Wing (Attachment 1). Each tow pilot will take the "Tow Pilot Course" on the CAP or SSA web site. Tow pilot training will only be accomplished with a CAP Instructor Pilot authorized to conduct tow training and a highly experienced CAP Glider pilot in the glider.

Each Florida Wing Tow Pilot will possess a copy of the Tow Manual.

The minimum requirements to become a Florida Wing Tow Pilot are as follows:

- 1) Commercial Pilot Certificate, Airplane Single Engine Land
  - a) 5 hours time in make and model of aircraft used. 5 hours minimum for CAP MT7-235
  - b) 25 (Twenty Five) aero-tow flights
- 2) Completion of Form 5 for aircraft used with a specific portion testing tow operations (normal aero tow, rope break, loss of radio communications, etc).
- 3) Appointed in writing on Wing orders signed by the current Wing Commander or Wing Stan/Eval Officer.

In exceptional circumstances, the FLWG DO, FLWG DOV, or FLWG Commander may grant a waiver to the above requirements. Requests for a waiver will be made in writing through the Florida Wing Operations Section.

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EVELYN HOLDREN, LT. COL, CAP  
Wing Administrative Officer

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MATTHEW SHARKEY, COL, CAP  
Commander

NOTE: Shading indicates changes from previous supplement